

## FIVE BEAUTIFUL WOMEN WHO ARE JUST NOW IN THE PUBLIC EYE



**MRS. TRUMAN H. NEWBERRY.**  
wife of the Assistant Secretary of the Navy. Mr. Newberry is the richest member of the official family at Washington. His wealth is about \$20,000,000. Mrs. Newberry was Miss Barnes, of Brooklyn. She is known as one of the most beautiful women in the country.

**QUEEN AMELIA OF PORTUGAL.**  
took to the study of anatomy and pathology in hope of being able to reduce her husband's corpulence. When one court physician advised His Majesty to eat less the King dismissed him. The Queen, having received her diploma, began to practice by devising a diet for Dom Carlos. There is said to have been much domestic infelicity in consequence of Her Majesty's experiments.

**MAUDE FEALY.**  
the actress, who was secretly married to Louis H. Sternin, dramatic critic of a Denver newspaper, on July 15th, and is now getting a divorce. Mr. Sternin's father is Bruce Fealy, who was at one time manager for Paderewski and later for Jan Kubelik, the violinist. Sternin took his mother's name as better for English usage. Maude Fealy is the youngest leading lady on the stage.

**PRINCESS PATRICIA OF CONNAUGHT.**  
known to her intimates as "Pat," is becoming as popular to the Americans as her royal father, the Duke. It is rumored that she may wed the Crown Prince of Portugal. The young man has lived an irreproachable life, and if the Princess Patricia can forget her love romance there is a strong probability that she may be the future Queen of Portugal.

**MISS KATHERINE EDDY.**  
of Chicago, who will marry United States Senator Beveridge, of Indiana. The wedding will take place at the residence of her brother, Spencer Eddy, who is secretary of the American embassy in Berlin. The wedding takes place this month.

FORTY PASSENGERS  
DROWNED LIKE RATS

Engine and Third-Class Car  
Fall Over Bridge Into  
River.

## ENGINEER DIED AT HIS POST

Coupling Broke, and First and  
Second-Class Cars Did Not  
Go Down.

ANGERS, FRANCE, August 4.—Forty passengers in a third-class railroad car and the engineer of the train were drowned this afternoon in a railroad accident three miles southeast of this town.

The locomotive of a crowded local train jumped the track when entering the bridge over the river Loire at Les Ponts de Ce. The stone railing gave way and the engine plunged into the river fifty feet below, dragging down with it its tender and the baggage and third-class cars. Fortunately, no other cars went into the water, as the coupling between the second and third cars broke.

The conductor and fireman were the only persons whose lives were saved. They escaped by swimming.

The third-class car was well filled with passengers, but although part of the roof was blown off by the confined air as it sank, not a single passenger extricated himself and all were drowned like rats in a trap. The engineer perished beneath the locomotive.

NO BIG STICK IN  
VIRGINIA FIGHT

(Continued from First Page.)

The common welfare, they comply, pending the consideration of their rights.

## The State's Side.

Maintaining on the other hand that Judge Pritchard went beyond his authority in granting an injunction, the State continues to hold that under the Constitution the commission was vested with rate-making power, that it has performed its functions, and that it has effected a compromise, even without carrying out the provision of the Constitution that the order shall be published once a week for four consecutive weeks. The State, therefore, while regarding the injunction, secures that which it nullified for the time being, and secures, moreover, the guarantee that there will be of service before it has been legally perfected.

It will be necessary, however, after Judge Pritchard has consented to the modification lifting for the moment his injunction, for the Corporation Commission to publish its notice for a period of one month. Until that is done there can be no two-cent rate in Virginia, and those roads prepared long ago to comply were denied the privilege by the Federal court, which restrained the law-making body from completing its order as laid down by the creating power. The earliest possible time at which the new tariff could be effective would be the first week in October.

## To Issue Statement.

It seems to be the general understanding that after the conference Saturday night all parties agreed not to parade the case in the public prints.

BABY'S  
VOICE

Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe, angels smile at and commend the thoughts and aspirations of the mother bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to the hour when she shall feel the exquisite thrill of motherhood with indescribable dread and fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of Mother's Friend, a scientific liniment for external use only, which toughens and renders pliable all the parts, and assists nature in its sublime work. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Sold at \$1.00 per bottle by druggists. Our book of priceless value to all women sent free. Address: **BRADFORD REGULATOR CO., Atlanta, Ga.**

MOTHER'S  
FRIEND

Further than to publish the terms of the settlement.

After the pleas are in, however, it is said that a formal statement will be issued, not for or against the State and not for or against the railroads, but a statement which will be fair to all and which will show the entire cordiality now existing between the two factions. Rather strong emphasis has been given to the fact that the attitude of Virginia was out of typical of her traditions, that the agreement was reached without histrionic plays to the public and that good feeling now exists. For these and other reasons there will be no disposition on the part of the State to boast over that which has been accomplished—no desire to refer to the action of the railroads as an abject surrender.

## As to Judge Horsley.

The story as to how Judge Horsley, local counsel for the Southern Railway at Lynchburg, came prominently into the case at the eleventh hour is the story of the Southern's endeavor to make terms of peace.

The facts as gathered by The Times-Dispatch yesterday are to the effect that Judge Horsley was called over the long distance telephone from Washington, that he was instructed to approach Senator Daniel with an offer of compromise, and that Senator Daniel came to Richmond Thursday night with the practical assurance that the end was near. Senator Daniel declined yesterday to see a reporter who had called, and, therefore, his version of this statement could not be obtained. It is also known that in other directions the Southern Railway attorneys showed a disposition to give Virginia the same concessions that had been granted North Carolina and the State's position of the suits in the Federal courts.

These developments give strong evidence of a better feeling on the part of the Southern, the first road to sue for an injunction, and it was a simple matter, therefore, to bring the Chesapeake and Ohio and the Norfolk and Western in on the same basis.

Mr. Braxton's Good Works.  
This willingness to meet demands without direct threats from the State, has rounded off in pleasant form a situation, not only intrinsically but pregnant with serious possibilities. Even though the Southern of its own initiative agreed to meet the State officials halfway for a conference, and then showed that it was prepared to put the rate into effect, the State insisted that the order of the commission must be followed without deviation. That will be done.

Before leaving the city yesterday for Europe, the commission, which represented the State in the litigation, expressed much gratification over the result of the conference at which the settlement was arranged.  
"It is not only proper, but just, to say a word concerning the fine legal and patriotic services of Mr. Braxton in this matter," said a State official last night. "Within the past few days he has been acting as intermediary between the railroad and the State, and he really has done the work of the public and the good name of the Commonwealth in mind when he used his talent and diplomacy to effect this compromise, so pleasing to everybody. Mr. Braxton is morally certain that the legal position of the State is correct, and, while he could have advised action which might have been successful and which might have been successful, he worked in a calm and dignified manner, anticipating exactly what did happen, and that, too, while the lawyers and the Corporation Commission were being criticized from some quarters for not ignoring Judge Pritchard's injunction. I am sure that Senator Daniel and Attorney General Anderson value and appreciate his splendid help."

## War Clouds Disappear.

In many respects the settlement is remarkable, and mainly so because the Commonwealth has paved the way for the enforcement of its laws without breaking the law of the nation—as interpreted by Judge Pritchard. Without bluster or pyrotechnics, the threatened war clouds have drifted away, and it is a victory for the State and the railroads—paradoxical as that may seem—and not a victory for the politicians. That at least is the view of intelligent observers who have closely followed every stage of these exciting proceedings.

Until the law goes into effect in October, the railroads will continue to issue coupons to passengers for the difference between two and three cents. It is expected that the bond given by the roads for protection of coupon-holders will be reduced to the amount actually at issue. It is of interest in this connection to state that the nature of the coupon system is such that those who have been buying them blindly may have imagined that the slips represented an amount more valuable than the record in the end may show. In other words, the average person buying a coupon for scalping purposes cannot tell whether it represents a rebate of one dollar or one cent.

## Judge Pritchard Coming.

The modified order to be submitted to Judge Pritchard, which will carry out the provisions of the agreement without subjecting the State or the complainants to contempt, will be prepared to-day for Judge Pritchard's signature. It was said yesterday that Judge Pritchard would arrive here to-day, but announcement was made last night that the papers would hardly be laid before him until to-morrow. Judge Pritchard will arrive here to-day, but announcement was made last night that the papers would hardly be laid before him until to-morrow. Judge Pritchard will arrive here to-day, but announcement was made last night that the papers would hardly be laid before him until to-morrow.

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But the desire to make the most of this fight may result in the undoing of Glenn. "We have kept it back as long as we could," says the Charlotte Observer, the champion of the best thought in North Carolina, "but a sense of duty constrains us—Governor Glenn should issue no more such statements about the recent rate law contest. His celebratory broadside was of itself sufficiently unfortunate. A really notable victory is being spoiled. Let the shouting halt or slacken for a while." That expresses the situation to a gun's heel. Broadly interpreted, it means that his friends fear the Governor will talk a hole in his boom, so large and ragged that the Overman band-wagon horses may gallop through. The goose was crippled before the golden egg was laid by this senseless talk of putting him forward as the South's candidate for the presidential nomination. Only yesterday it was Hoke Smith; the other day it was Caldwell; to-morrow it may be the man who has clipped the fiery wings of Vardaman in Mississippi. "Governor Glenn," remarks the Wilmington Messenger, "tells a Charlotte Chronicle representative as to his presidential boom, that he has not been allowed sufficient time to thoroughly consider the matter of his possible candidacy. Therefore," he says, "I cannot say that my mind, one way or the other, is made up. In other words, he will run, if necessary, with his lightning rod high in the air."

## No Glory for Judge Long.

So, while the Governor, as already set forth, is the popular hero, it was Judge Long who first cut into the deep waters and troubled them. His charge to the grand jury of Wake county was the opening gun. He said that he had consulted nobody. With some caution, he instructed the jury to acquit and indict the railroad and its agents for failure to comply with the statutes, defying the Federal court. And then, as the wave of approval swept over the State, Judge Long was overwhelmed and lost, and drifted with the eddies far and wide. His critics declared that he was reaching up to Congress. At the moment they were unmindful of the fact that to win the honor he must first win the son-in-law of half a dozen months. Occasionally a rumor comes here that Long will insist upon his major portion of the glory by demanding the office soon to be vacated by

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The political syndicate, however, is busy now dividing the spoils. The case of the Governor is quickly decided; he will go to the Senate if he can save that boom from puncture. Speaker Justice, of the House of Representatives, leader of the radical forces, and one lawyer employed by Glenn to battle against the railroads, is already paying—with good intentions—the thoroughfare which leads to the Attorney-General's office. He has made the most of railroad-baiting since its inception, and the belief is that he merely wants to serve as Attorney-General in a stampede by Governor Glenn, a candidate for Governor, has been watching the conflict from afar, and a whole brigade of hungry pie-hunters have been arraying classes of all kinds against the transportation companies and corporations until the belief has grown to the effect that the Southern Railway has selected its target and has waged such bitter warfare against the company that its officers practically say in so many words that they cannot get justice in the State courts.

## Daniel and His Red Flag.

Most people hereabout are familiar with the disturbing factor, Josephus Daniels, national committeeman, is the boss of the Democratic party in North Carolina. With his newspaper in Raleigh he has whipped the pin of justice into line, taking his pinch of snuff in journalistic history there is hardly any victim to equal the persistence and viciousness of his attacks on the Southern Railway, and one of its high executive officers. He is inflamed the public mind to that point where the Southern Railway is regarded by many as an evil that must be suppressed—an industrial cancer that must be uprooted and wrecked.

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## Opinions as to Judge Pritchard.

But a word as to the rate conflict. Claiming that its property was endangered by the merciless assault laid by Governor Glenn, the Southern Railway agreed to obey the new passenger law on and after August 1st. The Atlantic Coast Line likewise makes surrender, pending final settlement of the controversy by the Supreme Court of the United States. The legal questions involved, to the average person, are not understandable. They simply know that there is a contest between the State government and the railroads, and they have various opinions as to the right of Judge Pritchard to issue an injunction. Those people who know him, believe that while he may often be wrong, he is honest. He is of a political nature, holding a life position, with no political debts to pay and no ambition for executive honors hereafter. A large part of the public, however, has been led to believe that he views railroad questions through railroad spectacles. There have been all manner of reckless conversation as to what influence his appointment on the Federal bench was attributable. The simple fact is that he was the only available Republican, and, as such, the logical man to be named by President Roosevelt.

One incident has been used repeatedly and magnified by railroad-hating newspapers in an effort to show that Judge Pritchard and the Southern Railway long ago formed a queer alliance. The fact that the Southern had printed rebate coupons before the Pritchard injunction was issued, was accepted as undoubted evidence that the company felt sure of its strong power over him. Half a lie is worse than a whole lie.

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(At 8 P. M., Eastern Time.)

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Ashville, N. C.	70	78	Clear
Augusta, Ga.	80	84	Clear
Baltimore, Md.	80	68	Clear
Chicago, Ill.	74	78	P. cloudy
Cincinnati, O.	73	78	Clear
Davenport, Ia.	66	72	Cloudy
Detroit, Mich.	66	72	Clear
Hartford, N. H.	70	78	Clear
Jacksonville, Fla.	72	88	Cloudy
Memphis, Tenn.	80	84	Clear
New Orleans, La.	80	84	Cloudy
Oklahoma City, Okla.	80	84	Clear
Pittsburgh, Pa.	68	72	Clear
Raleigh, N. C.	72	78	Clear
Reno, Nev.	76	78	Clear
Salt Lake City, Utah	82	86	Clear
St. Louis, Mo.	84	84	Cloudy
Washington, D. C.	68	78	Clear
Wilmington, Del.	74	82	Clear

## MINIATURE ALMANAC.

AUGUST 5, 1907.

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